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THE CITIZEN

Devoted to the Interests of the Mountain People

Knowledge is power—and the way to keep up with modern knowledge is to read a good newspaper.

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No. 46.

Regulating Railroads

The railroads of our country are of untold value to the people. Commerce or exchange of goods, travel from one point to another—these are the things that weld the nation together, and enable people in each part of the country to enjoy the products of all the world.

A railroad is what the law calls a "public carrier." Before we had railroads we had steamboats on the sea and great rivers, and we added to the water ways by digging canals. But the railroad is not confined to water. It can go across the country and through mountains.

There has been a great deal of dishonesty in railway management. Railways were built where they were not most needed; money was wasted in construction; government grants were secured, and yet the people who paid most for building the roads were often cheated out of it, and to cap it all the companies have charged high prices.

Now the people are beginning to look after the railroads and enact laws to make them behave.

Some of the first laws have been bungling and unjust, but we must find out what kind of laws are best, and make the railroads behave. They ought to be a great service to the people and yield a good return to those who paid the money for their construction.

One of the bad laws for regulation of railroads is what is called "full crew law" enacted in Pennsylvania and New Jersey. This was passed through the influence of the labor unions. It requires that a twenty-nine car freight train may be run by five men, but a longer train must have six men; a four car passenger train can run with five men but a longer train must have six men.

This does not provide for a very long train. It is calculated that the railroads of Pennsylvania spent under this law last year, for employing men who were not needed \$1,702,407. This money would have bought 170 new steel coaches, or 70 new locomotives, or abolished 67 dangerous crossings.

The railroads must be controlled by law, and they must be controlled wisely.

Berea Entertains the Twenty-fifth Annual Convention of the Kentucky Christian Endeavor Union, May 7-9, 1915

For months Berea Christian Endeavor leaders have been looking forward to and planning for this great event which made a splendid new chapter in the history of the local Endeavor as well as for Berea College and town.

The field secretary, Charles F. Evans, arrived on Wednesday preceding the convention and assisted the local committee in completing the arrangements for the convention.

Friday, at noon, the delegates began to arrive. They were met by the reception committee and College brass band and escorted to their respective places of entertainment. Field Secretary Evans stated that the matter of receiving the delegates and placing them for entertainment was handled the best in the history of the Christian Endeavor conventions. In fact, a more pleasing and delightful delegation of Christian Endeavors could be found in no other assemblage. The true spirit of the organization was shown on every hand by the visiting delegates. The attendance throughout was the largest, as scarcely no one left before the closing session on Sunday night. More than two hundred and fifty delegates were present and in regular attendance at all the sessions. The

interest and enthusiasm, in spite of the time being so fully taken up by the numerous sessions, did not wane.

The president, the Rev. Homer W. Carpenter of Shelbyville, presided at all the sessions in that most pleasing and forceful manner that is peculiarly his own possession.

The program as printed and placed in the hands of each in attendance was followed out with but a few minor changes. It was well arranged and rendered effectively.

The Friday afternoon session, the first of the convention, opened promptly at 3 o'clock in connection with the United Chapel service of Berea College. The devotional service was led by the Rev. B. H. Roberts, pastor of Berea Union Church. President Frost in his unique way after taking a view of the visitors through special "binoculars," extended to them a warm welcome. This was responded to by Dr. Andrews, who acted in place of the Rev. Frank Draper of Covington. The keynote of the convention was sounded by the President "The Selected Life." In this address was set forth the purpose of the young Christian in selecting the Christian life.

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ALL COPY SHOULD REACH THE CITIZEN OFFICE FOR PUBLICATION NOT LATER THAN TUESDAY NIGHT OF EACH WEEK. FOR LONG ARTICLES MONDAY MORNING IS BETTER.

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The account of the great Christian Endeavor Convention held in Berea is given in full. It will be worth while to file away for future reference. Get a Citizen File and begin to keep the good things as they appear in The Citizen.

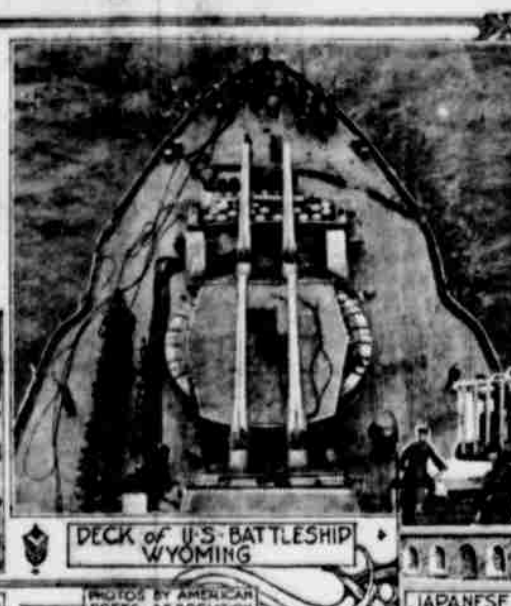
You will be greatly benefited by Mr. Spence's garden article this week, if you will read it and do accordingly. Look out for things that are practical and helpful in the Mountain Agriculture column.

The summer campaign for The Citizen is in preparation. F. O. Bowman is on the spot as field manager. Good hustling young men will do well to see him early for a summer job. We pay a salary and a commission. A number of crews of workers are to be sent out. Join a crew and make some money for yourself. No other more pleasant summer work can be found. Call at the office and get particulars.



News Snapshots
Of the Week

A review of the war situation of the week shows marked German gains both on the eastern and western fronts. In the attack on the Dardanelles the allies under the leadership of General Ian Hamilton claimed victories in severe land engagements. China's refusal of Japan's demands set the cloud of war over the oriental world, Peking, China's capital, being fortified against possible trouble. The first of our big fleet, of which the Wyoming is the flagship, arrived in the Hudson river preparatory to the extensive maneuvers and review on May 18 by the president. Mrs. Carman's second trial for the sensational murder of Mrs. Bailey, her husband's patient, started at Mineola, N. Y. Women of England have been invited to take government offices, relieving men for the front.



DECK OF U.S. BATTLESHIP WYOMING



GERMAN SOLDIERS in TRENCH UNIFORMS



Mrs. CARMAN

IN OUR OWN STATE

Charged with Counterfeiting

Louis, John and Jasper Wilburn, of Corbin, were tried by U. S. Commissioner George C. Moore here last week and held over for the U. S. District Court which meets this week. The men are brothers, past middle age, and confessed to counterfeiting nickles, which they had played in slot machines and passed on Corbin merchants, and they had quite a supply in their pockets when arrested.

S. A. Donnell of Louisville, one of the oldest men in the U. S. Secret Service, having served for 35 years on counterfeiting cases, made the arrests.—London Sentinel.

Bond Case Argued

Monday in the Court of Appeals, the case of Estill county against the holders of the old R. N. L. & B. railroad bonds, which was appealed from the Estill Circuit Court by the holders, was submitted after oral argument by R. K. Todd and A. R. Burman for the bondholders and Judge J. P. Hobson for the Estill county taxpayers. An opinion will probably be handed down by the court some time this month.—Estill Tribune.

Clay County Court Dates

Circuit Court—Begins third Monday in January; third Monday in April; third Monday in September. Quarterly Court—Third Monday in each month.

County Court—First Monday in each month.

Fiscal Court—First Tuesday in April; first Tuesday after the third Monday in October.

Municipal Ownership of Harlan Water Works Impossible

A large crowd met at the Court House on Wednesday night to discuss the question of Municipal Ownership of the Water Works System in Harlan. It was unanimously decided that Harlan could not bond itself for sufficient amount to put in the water works.

Mines to Reopen

Whitesburg, Ky., May 1.—The Elkhorn Mining Corporation is preparing to resume its operations at Haymond, on the Pottersfork branch of the L. & E. after an idleness of six months or more. There is much improvement in mining activities over Eastern Kentucky, a large percentage of the mines now running every day in the week, turning out their full capacity. More coal is now going out over the Lexington & Eastern than at any time since development struck this section.—Hazard Herald.

Perry County Mines

Winchester, Ky., May 1.—A deal was closed here yesterday whereby the Hazard-Dean Coal Company, of Perry County, transfers to the Bluegrass Coal Corporation holdings in Perry County valued at over \$100,000. S. Davis Hughes, of this city, has been one of the chief owners and operators of the Hazard-Dean Coal Company. The stockholders of the Bluegrass Coal Corporation are several business men of the Bluegrass and capitalists of Oberlin, Ky. The new corporation also owns several producing mines in Eastern Kentucky, and with this new purchase will be one of the largest in the country.—Hazard Herald.

Bell County Local Option Election Sustained by Court of Appeals

Last Tuesday the Court of Appeals (Continued on page eight.)

UNITED STATES NEWS

Dispatches Say Grave Events Are Feared Following Break of President and Zapata

Washington.—An attempt to assassinate Roque Gonzales Garza, the convention Provisional President of Mexico, was made by troops led by General Barona, former military commander of Mexico City, according to dispatches reaching here from the Mexican capital. Barona's troops were repulsed after severe fighting, with losses to both sides. A critical situation is said to exist within the capital as a result of rupture between Gen. Zapata and Gen. Garza and the dispatches said "grave events" were feared. Zapata was said to have sent a telegram to the convention demanding that Gen. Palafox, who was put out of the Cabinet by Garza, be immediately restored to office.

Zapata's forces dominate the territory south of Mexico City and are believed to be able to control the capital itself, as Gen. Villa, with the main army of the convention government, is operating further north against Obregon, who is between him and the capital. Dispatches gave the first information, except through reports from Carranza sources, of the break between Zapata and Garza. According to the report the attack was on Hotel Lascruain, the residence of President Garza. The troops of Gen. Garza met those of Gen. Barona along the Alameda and serious fighting ensued. When Gen. Barona's forces retreated they left 13 dead and two wounded, while two of Gen. Garza's soldiers were killed. One of the latter was Gen. Estrada. Reports from the War Department in Mexico City are said to state that Gen. Barona was arrested, but there are rumors that he escaped wounded. Gen. Zapata was reported to have been killed.

Catholic Bishop Expires

Buffalo, N. Y.—Bishop Charles Henry Colton, of the Roman Catholic Church, is dead. Charles Henry Colton was born in New York in October, 1848, and ordained in that city June 10, 1876. Virtually all of his service until 1903 was in St. Stephen's parish, New York City. He was consecrated Bishop of Buffalo on August 25, 1903, succeeding Bishop Quigley, who had been raised to the Archbishopric of Chicago. He is survived by one sister, Miss Josephine Colton.

Automobile Turns Turtle

Indianapolis, Ind.—One man was killed, one probably fatally injured and one seriously injured when Wm. F. Davis, 38 years old, lost control of his automobile on the Greenwood road. Davis suffered injuries that caused death in an hour. Davis is said to have been driving at a high speed when his car struck a rut. He lost control and it went into a ditch. It turned over and Davis was crushed beneath the steering wheel.

CARRIED WAR SUPPLIES?

Cleveland.—Great Britain carried American passengers on the Lusitania as shield for an immense cargo of British munitions of war. That charge was made here by Dr. Dornberg, unofficial spokesman for the Kaiser in the United States. Dr. Dornberg made a vigorous denial that Germany is to blame for the loss of life in the sinking of the great liner. He branded the Lusitania as a British man-of-war, and charged England advanced money at low interest to build her, with the aim in view of commandeering her in time of war.

LUSITANIA'S DEATH LIST NEAR 1,200

Late Reports State 764 Rescued.

MANY AMERICANS LOST

Alfred G. Vanderbilt and Elbert Hubbard Not Mentioned in List of Survivors.

FROHMAN'S BODY RECOVERED

Four Torpedoes Fired by German Submarine at Liner.

Queenstown, Ireland.—The latest estimate of lives lost as a result

DEATH TAKES HEAVY TOLL OF NOTABLES

New York.—Many persons who were notable in the business or social life of America are among those who are missing from the list of survivors of the Lusitania made public by the line here and at Queenstown.

Of those reported as not being saved Alfred G. Vanderbilt is one of the most widely known. Inheriting the bulk of the estate of his father, estimated at \$70,000,000 to \$100,000,000, he is one of the most wealthy men of New York.

Elbert Hubbard, editor of the Philistine, author of essays and publisher of East Aurora, N. Y., is known throughout the country as "Fra Elbertus." He intended to conduct an investigation of the war and was accompanied by Mrs. Hubbard.

Charles Frohman, theatrical manager and producer, was another passenger. He was accompanied by Justus Forman, playwright and author. Charles Klein, one of the best known American playwrights, also accompanied Mr. Frohman.

Among others whose names had not been included in the list of survivors were: A. L. Hopkins, president of the Newport News Shipbuilding Dry Dock company, who was said to have gone abroad on a business trip in connection with shipbuilding; C. Chever Hardwick of East Orange, N. J., of the firm of Burr & Hardwick, importers; Gerald A. Lettis, an importer and dealer in antiques; Herman A. Myers, head of the feather importing house of H. & E. S. Myers.

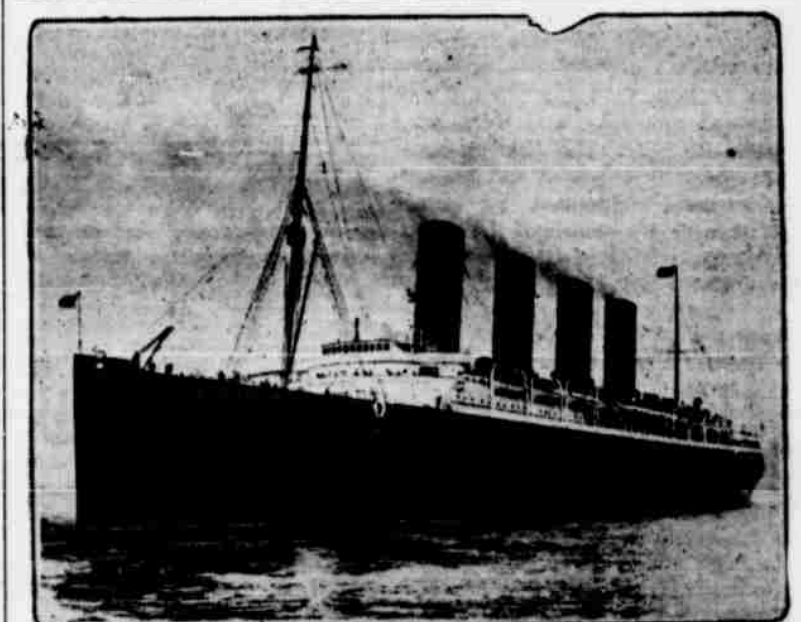


Photo by American Press Association.

THE STEAMSHIP LUSITANIA AS SHE APPEARED LEAVING FOR ENGLAND ON HER LAST TRIP.

of the torpedoing of the Cunard liner Lusitania is 1,153. It is believed that almost all, if not all, the survivors have been brought ashore, and there is little hope of recovering other passengers alive.

Out of the total of 1,917 passengers and crew aboard, 764 persons, men, women and children, passengers and crew, are known to have survived, and there are 64 Americans among them. They have reported themselves, or have been reported, and there is just a bare chance that any more will be found alive.

Of the 764 survivors 462 were passengers and 302 crew. Forty-seven of this number are in the hospitals at Queenstown seriously ill, of whom 30 are passengers and 17 are crew. Some of them will die. There are 144 bodies in the morgues at Queenstown and of this number 87 bodies have been identified, 65 from the passenger list and 22 from the crew.

Work of compiling a list of survivors

necessarily is proceeding slowly because of the confusion. Steamship and government officials and the American consul's offices are swamped. Apparently, however, few first class passengers are among those saved. Alfred Gwynne Vanderbilt, Elbert Hubbard and wife, Justus Miles Forman, author; Charles Klein, playwright, and other noted Americans are still missing.

As an example of the confusion which has swept not only the survivors, but also the officials, off their feet, the body of Charles Frohman, noted New York and London theatrical magnate, lay uncovered for hours among more than 100 others before identification was made by an acquaintance. Most of the others are unidentified.

The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger. Most of them were at luncheon when the steamer received

(Continued on page two.)